



OLYMPIA, WASHINGTON

REQUEST FOR PROPOSALS NO. 2618

HYDROGEN TUBE TRAILERS

REQUEST FOR PROPOSALS (RFP) RELEASE DATE:
July 6, 2026

PRE-PROPOSAL MEETING:

Date: July 14, 2026
Time: 10:00 a.m. Pacific Time (PT)
Location: Virtual. See Section 2.3.

QUESTION/CLARIFICATION DEADLINE:

Date: July 21, 2026
Time: 5:00 p.m. (PT)

PROPOSAL DUE DATE AND TIME:

Date: July 30, 2026
Time: 11:00 a.m. (PT)

CONTACT PERSON:

Brenden Houx
Senior Procurement & Project Management Coordinator
(360) 819-0606
bhoux@intercitytransit.com

LEGAL ADVERTISEMENT

REQUEST FOR PROPOSALS HYDROGEN TUBE TRAILERS

INTERCITY TRANSIT PROJECT 2618

Intercity Transit, the public transportation provider in Thurston County, Washington, is seeking Proposals from qualified Vendors interested in providing Hydrogen Tube Trailers that have mobile capability, are transportation certified, and will support Intercity Transit's hydrogen supply solution.

Solicitation documents for this opportunity are available online through Washington's Electronic Business Solution (WEBS) located at <https://fortress.wa.gov/ga/webs/>. Proposers are responsible to register in WEBS and download the RFP 2618 Solicitation documents in order to receive automatic e-mail notification of any future Addenda.

An optional virtual Pre-Proposal Meeting will be held on July 14, 2026, at 10:00 a.m. (PT) via Microsoft Teams. See section 2.3 Virtual Pre-Proposal Meeting for further information.

Proposals are due no later than July 30, 2026, at 11:00 a.m. (PT).

Project funding may include local, state, or federal funds. The resulting Contract is subject to all provisions prescribed by the funding source.

Please contact Brenden Houx, Senior Procurement and Project Management Coordinator, by phone at (360) 819-0606 or email at bhoux@intercitytransit.com with any questions regarding this Solicitation.

Intercity Transit is committed to maximum utilization of minority, women and disadvantaged businesses, and small businesses. All businesses are encouraged to apply.

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 Daily Journal of Commerce
 Washington's Electronic Business Solution (WEBS)
 Office of Minority and Women's Business Enterprises (OMWBE)

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SECTION 1 - INTRODUCTION

1.1 PURPOSE AND BACKGROUND

Intercity Transit (Transit), the public transportation provider in Thurston County, Washington, is conducting this Request for Proposals (RFP) to establish a Contract for the purchase of two (2) new gaseous hydrogen tube trailers, and related goods and services, that will transport, store, and administer hydrogen in its gaseous state to Transit's hydrogen bus fleet. Proposer will be responsible for the development, delivery, and post-delivery support for the trailers, not for the new hydrogen supply or continual transportation for the hydrogen itself.

Transit is the leader, major advocate, and primary source of public transportation in Olympia, Lacey, Tumwater, Yelm and parts of unincorporated Thurston County, over approximately 101 square miles. Transit is regionally recognized as an active and valued community partner. As such, Transit is charged to balance several important functions: providing primary transportation for people without an alternative, including those with a physical or mental disability; offering high-quality alternative transportation for people with options; providing a stimulant to economic growth; serving as a partner in building livable communities; and, being a ready resource able to respond to community emergencies. An on-going challenge for Transit is to balance the financial, social, and environmental aspects of our service delivery commitment and sustainability initiatives. In order to better serve the community and fulfill its mission, Transit has a need to purchase two (2) hydrogen tube trailers to support its hydrogen bus fleet.

Transit currently primarily operates diesel buses on its fixed-route bus routes. In an effort to incorporate zero-emissions vehicles into its fixed-route fleet, Transit recently purchased five (5) forty-foot hydrogen fuel cell electric buses from New Flyer of America, Inc. Transit also recently contracted with Hyfluence, Inc. to purchase a FleetPilot™ 350 hydrogen refueling station which we currently anticipate being installed in Fall 2026.

Transit is currently developing and implementing a consistent hydrogen supply strategy to support its five (5) hydrogen fueled buses. Through this RFP, Transit is seeking to purchase two (2) hydrogen gaseous tube trailers that will support the fueling and operation of these buses. The Awarded Contractor will provide support, routine maintenance, and technical services for the life of the Contract.

1.2 SCOPE OF WORK

The Awarded Contractor will provide two (2) new hydrogen tube trailers with mobile capabilities, training, maintenance, technical support, and perform associated services for the term of the Contract in accordance with the Hydrogen Tube Trailers Scope of Work provided in [*Appendix A- Scope of Work and Specifications*](#).

1.3 ACQUISITION AUTHORITY

In accordance with RCW Chapter 36.57A, the objective of this RFP is to procure the goods and/or services described herein. Transit is a Public Transportation Benefit Area (PTBA) committed to a competitive Solicitation process that adheres to established internal policies and procedures.

This process is designed to uphold fairness, transparency, and accountability in procurement. By following these guidelines, we aim to secure the best value for Transit while maintaining the integrity of our procurement practices. All proposers must meet the specified criteria and demonstrate their capacity to fulfill the Contract requirements. The evaluation will weigh both the proposed price and the proposer's ability to perform the Contract effectively and efficiently.

1.4 FUNDING

Funding for any work under the awarded Contract may include local, state, or federal funds. Any work completed under the awarded Contract will be subject to all provisions prescribed by the funding source. This project may be supported by state grant funding, subject to the terms outlined in [Appendix B- Proposal Documents](#).

1.5 AWARD

Transit intends to award a Contract to the Responsive Responsible Proposer whose Proposal meets RFP requirements and is determined the most advantageous to Transit.

Transit does not represent or guarantee any minimum purchase. This Solicitation does not obligate Transit to Contract for the goods/services specified herein. Transit reserves the right to add, remove, or otherwise modify requirements to meet the operational and strategic objectives of the agency.

1.6 CONTRACT TERM

The initial term of the Contract resulting from this RFP is expected to begin on the date of final signature and end five (5) years after Transit has accepted delivery and approval of both trailers. The Contract may be extended for five (5) additional one (1) year terms, or portions thereof, with a total Contract term not to exceed ten (10) years, unless special circumstances dictate otherwise. Extension(s) for each additional term may be offered and the sole discretion of Transit and will be subject to written mutual agreement.

SECTION 2 – GENERAL INFORMATION

2.1 PROCUREMENT COORDINATOR

All questions and communication concerning this Solicitation must be directed to the Procurement Coordinator listed below. All oral communication will be considered unofficial and non-binding. Proposers are to rely only on written statements issued by the Procurement Coordinator and posted on WEBS as an official Addendum.

Procurement Coordinator: Brenden Houx
Email Address: bhoux@intercitytransit.com
Address: Intercity Transit
526 Pattison Street SE
Olympia, WA 98501

2.2 ANTICIPATED PROCUREMENT SCHEDULE

The activities and dates listed below represent the anticipated procurement schedule. Transit reserves the right to change the schedule. Transit will post any changes to the Pre-Proposal Meeting date and time, Questions and Requests for Clarifications deadline, or Proposal Due Date and Time on Washington's Electronic Business Solution (WEBS) at <https://fortress.wa.gov/ga/webs/>.

Procurement Activity	Date and Time (Pacific Time)
RFP Release	July 6, 2026
Pre-Proposal Meeting (virtual)	July 14, 2026 – 10:00 a.m.
Questions and Requests for Clarifications Due	July 21, 2026 – 5:00 p.m.
Proposal Due Date and Time	July 30, 2026 – 11:00 a.m.
Evaluations Begin	July 31, 2026
Anticipated Interviews (optional)	August 25, 2026 - August 27, 2026
Anticipated Contract Award Date	September 17, 2026
Anticipated Contract Start Date	September 17, 2026

2.3 VIRTUAL PRE-PROPOSAL MEETING

Transit will host an optional virtual Pre-Proposal Meeting at the time, date and link identified below. While attendance is not mandatory, Proposers are encouraged to attend. This meeting will provide prospective Proposers an opportunity to seek clarification and raise concerns related to the Solicitation. Each prospective Proposer is obligated to raise pertinent issues during this meeting. If interpretations, specifications, or other Solicitation concerns warrant a change or clarification as a result of the meeting, the Procurement Coordinator will do so by issuing an Addenda posted on [WEBS](#).

Pre-Proposal Meeting: July 14, 2026

Pre-Proposal Time: 10:00 a.m.-11:00 a.m.

Pre-Proposal Location: Virtual via Microsoft Teams

- To join via computer or mobile app use the following link:
<https://teams.microsoft.com/meet/295518701729932?p=flLdMOiFQccr0wBzTQ>
- To call in (audio only) please use the following:
Phone Number: [\(844\) 730-0140](tel:(844)730-0140), [74913145](tel:74913145)#
Phone Conference ID: 749 131 45#

Pre-Proposal Meeting attendees should not display video and keep their microphones muted if not speaking. If the conference technology fails or you have additional questions following the meeting, send questions via email to the Procurement Coordinator no later than 3:00 p.m. (PT) on the same day as the meeting occurred. Transit is not responsible for technical issues or participation failures of attendees.

2.4 SOLICITATION DOCUMENT AVAILABILITY

Solicitation documents may be accessed on-line through [WEBS](#). Proposers are responsible to register in WEBS and download the Solicitation Documents. Contact WEBS customer service at (360) 902-7400 or WEBSCustomerService@des.wa.gov if you require assistance with the WEBS registration process or need help accessing the Solicitation Documents. Transit will post Addenda or pertinent schedule changes on WEBS. Proposers are responsible to check for updates and obtain any Addenda related to this Solicitation. Failure to do so may result in the submission of a Proposal that is inconsistent with the most current information and may result in disqualification.

2.5 EXAMINATION OF DOCUMENTS

Proposer must thoroughly examine all Solicitation Documents, including but not limited to, the RFP, Solicitation Standards, Sample Contract, Proposal Submittal Document, any other material referenced or incorporated herein, and any Addenda. Submission of a Proposal constitutes acknowledgment that Proposer has thoroughly examined the Solicitation Documents.

Proposer's failure or neglect to receive or examine any of the Solicitation Documents, statutes, ordinances, regulations and permits will in no way relieve the Proposer from any obligations with respect to the Proposal or any resulting Contract. Transit will reject claims for additional compensation based upon a lack of knowledge or misunderstanding of any of the Solicitation Documents, statutes, ordinances, regulations, permit requirements, or other materials referenced or incorporated in this RFP.

2.6 QUESTIONS AND CLARIFICATION REQUESTS

Proposer questions and/or clarification requests regarding this RFP are allowed consistent with the respective dates specified in the Anticipated Procurement Schedule. All Proposer questions and/or clarification requests must be submitted in writing via email to the Procurement Coordinator. It is at Transit's sole discretion to accept or reject any change requests.

Transit will provide an official written response to Proposer questions received by the respective deadlines. Proposers will not rely on any oral statements or conversations with Transit representatives for RFP questions and/or clarifications. Verbal responses to questions and/or clarifications will be considered unofficial and non-binding. Only written responses posted to WEBS in the form of an Addendum will be considered official and binding. All such Addenda will become part of the Solicitation and any awarded Contract.

If no requests for clarification are received, Transit will determine that the Proposer intends to comply with the Solicitation Documents as written in their entirety.

2.7 SOLICITATION STANDARDS

The Solicitation Standards document is included in [Appendix B](#). The terms and conditions provided in this document apply directly to, and are incorporated by reference, into this Solicitation and the Contract resulting from this Solicitation. As such, Proposers do not need to submit the Solicitation Standards document with their Proposal. It is the Proposer's responsibility to read and fully understand the details of all items contained herein prior to Proposal submittal.

2.8 CONTRACT TERMS

A Sample Contract is included in [Appendix B](#). Transit expects the final Contract signed by the successful Proposer to be substantially the same as the Sample Contract. Proposer's submission of a Response to this Solicitation constitutes general acceptance of these Contract requirements. The terms of the Sample Contract are non-negotiable and Proposals should be submitted on the terms as written. Failure to accept the terms as written may result in the rejection of the Proposal Response and/or the award.

2.9 WSDOT GRANT AGREEMENT REQUIREMENTS

This Solicitation incorporates specific sections of the Regional Mobility Grant Program Capital Equipment and Vehicle Grant Agreement Number PTD0769 and Green Transportation Grant Agreement Number PTD0778, which are binding upon the awarded Contractor. The Contractor and any Subcontractors are required to comply with the applicable terms specified in Sections 9-27 and Section 34. The terms are not negotiable, and the Awarded Contractor shall require and

ensure compliance with all its Subcontractors, regardless of tier, to include these requirements in all their Contracts and flow down to lower tiers.

For complete language and details, Proposers are directed to review the referenced sections of the WSDOT Grant Agreements included in [Appendix B](#).

2.10 INCORPORATION OF DOCUMENTS INTO CONTRACT

A Proposal submitted in response to this Solicitation is an offer to Contract with Transit. This RFP, all incorporated documents, any subsequent Addenda, and the successful Proposer's Response will be incorporated into the resulting Contract. The Contract Documents comprise the entire agreement between the parties concerning the work to be performed. It is the intent of the Contract Documents to describe the work, functionally complete, to be constructed in accordance with the Contract Documents. Any work, materials or equipment that may be reasonably inferred from the Contract Documents as being required to produce the intended result will be supplied whether or not specifically called for.

SECTION 3 – PROPOSAL SUBMITTALS

Respond to the following requirements in this section.

3.1 PROPOSAL SUBMITTAL REQUIREMENTS

Proposer must complete and provide the following information (1-6) using the Proposal Submittal Document of [Appendix B](#). Incomplete or vague Responses may be considered non-responsive and may be rejected or result in a lower score. Failure to complete and submit all items listed in this section may disqualify the Proposer from further participation in this RFP.

1. Proposer Acknowledgements

The Proposer Acknowledgements must be signed by the Proposer's Authorized Representative. Proposer is to complete the acknowledgement of Addenda receipt box(es) by filling the "Addenda numbers" fields for each Solicitation Addendum issued and must complete the signature box information on the Proposer Acknowledgements page.

2. Proposer Information

Proposer must complete the Proposer Profile, Proposer Authorized Representative, Proposer Qualifications, Proprietary or Confidential Information, Certified DBE and SBE Status, and Statement of Prior Contract Termination sections. Proposer may attach additional sheets if necessary.

3. Subcontractor Information

Proposer is instructed to complete the Subcontractor Information section if the Proposer intends on utilizing Subcontractors. If Proposer does not intend to use Subcontractors, the Proposer is not required to complete this section of the Proposal Submittal Document. If no information is entered, Transit will assume that Subcontractors will not be used.

Transit will accept Proposals that include third party involvement only if the Proposer submitting the Proposal agrees to take complete responsibility for all actions of such Subcontractors. Proposer must disclose the use of any Subcontractor(s) in their Proposal.

If applicable, Proposer will identify all Subcontractors who will perform services in fulfillment of Contract requirements, including their name, the nature of services to be performed, address, telephone, email, federal tax identification number (TIN), Washington

State Unified Business Identifier (UBI), and DBE or SBE certification status. Transit reserves the right to approve or reject any and all Subcontractors that Proposer proposes. Any Subcontractors not listed in the Proposer's Response, who are engaged after award of the Contract, must be pre-approved, in writing, by Transit before providing services under the Contract.

4. References

Proposer must submit a **minimum of three (3)** references for which the Proposer has provided services similar to those described herein. Through this submission, Proposer grants permission to Transit to independently contact the references. Transit reserves the right to obtain and consider information from other sources concerning a Proposer, such as Proposer's capability and performance under other Contracts, Proposer's financial stability, past or pending litigation, and other publicly available information.

5. Non-Cost Proposal

Proposer must complete and submit the Non-Cost Proposal Section. The Non-Cost Proposal Section includes the Methodology Plan and Technical Specifications Response Form. If proposing more than one (1) tube trailer model, Proposer must complete and provide a separate Non-Cost Proposal (including the Methodology Plan and Technical Specifications Response Form) for each proposed tube trailer model. Proposer is instructed to provide a response for each item of Non-Cost Proposal section. Proposer may attach additional sheets if necessary.

6. Cost Proposal

Proposer must complete and submit the Cost Proposal Section. If proposing more than one (1) tube trailer model, Proposer must complete and provide a separate Cost Proposal for each proposed tube trailer model. Proposer may attach additional sheets if necessary.

Prices will be in U.S. dollars. Proposer will extend unit pricing as required. In the event of an error in the extension of prices, the unit price will prevail. All Proposal prices will remain firm for a minimum of sixty (60) Calendar Days from the Proposal due date.

All pricing will include everything necessary for the execution and completion of the work and fulfillment of the Contract, including but not limited to, travel expenses, materials, equipment, tools, labor and services, Contract management costs, insurance, and taxes except as may be provided otherwise in the Solicitation documents.

All applicable taxes which the Awarded Contractor is required to pay, including retail sales or use tax, will be included in the proposed price. No adjustments will be made in the amount paid by Transit under the Awarded Contract due to misunderstanding or lack of knowledge of the Proposer as to liability for, or the amount of, any taxes for which the Proposer is liable or responsible by law or under the Awarded Contract or due to increases in tax rates imposed by any federal, state, or local government.

No payments in advance or in anticipation of goods or services to be provided under any resulting Contract will be made. Contractor will only be compensated for performance delivered and accepted by Transit.

3.2 SUBMITTAL INSTRUCTIONS

Proposer will submit their complete Proposal in the following manner:

- A. Proposal:** Proposer must complete and submit all sections of the Proposal Submittal Document, located in [Appendix B](#), as their Proposal. One (1) electronic copy of the

Proposer's complete Proposal must be received by Transit on or before the **Proposal Due Date and Time** set forth in Section 2.2, Anticipated Procurement Schedule.

B. Delivery of Proposal: The Proposal must be delivered as follows:

1. **Electronic Submittal:** Send Proposal Submittal Document as email attachment to bidbox@intercitytransit.com. Transit will only accept Proposals for this RFP via email/email attachment. Proposer is required to submit its Response to the email address provided in this section. Any other form of delivery will not be accepted and will be deemed non-responsive.
2. **Email Subject Line:** The email subject line should include the RFP number and Proposer's name (i.e. RFP-2618 – ABC Company). This RFP number is used by the Procurement team for search and filter features. Failure to include the RFP number in the email subject line may result in the disqualification of your Response.
3. **Maximum File Size:** The maximum file size must be 20 Megabytes (MB) or less per attachment. Individual files sizes above 20MB or the sum of all attachments over 153MB may be corrupted and not received by Transit. An automatic courtesy acknowledgement response that we received a message will be sent to you when bidbox@intercitytransit.com receives your email. This automatic response is not a guarantee the files were received and/or are intact.
4. **Signature:** For the purposes of this Solicitation, Transit will accept a typed signature of an individual's name as the symbol of signature as authorized by RCW 1.80. Proposer is instructed to insert an electronic, typed signature (first and last name typed in), or actual signature into each section of the Proposal Submittal Document where a signature is required/requested. Signatures, that do not identify an individual, such as "Sales Team" or "Company Name" or "Government Contracts", will be disqualified for failing to name an individual.

C. Time of Receipt: Time of receipt will be determined by the date and time the Proposal is received by bidbox@intercitytransit.com. Proposer accepts all risks of late delivery regardless of fault or chosen method of delivery. Proposals are to be submitted in the format described in this Solicitation. No oral, faxed, mailed or telephone Proposals or modifications will be accepted or considered. All Proposals and any accompanying documentation become the property of Transit and will not be returned.

D. Note to Proposer: It is up to the Proposer to decide when to submit the Response to Transit. While Transit does its best to make Response submittal easy, technological failures can occur, and while unfortunate, a Response sent by a Proposer but not received or unable to be located by the Procurement Manager, corrupted files, and/or Proposals received after the due date and time noted in Section 2.2, as indicated by the timestamp on the email when printed to PDF, or any other failure, for any reason, no matter the cause, regardless of responsibility or fault, will be rejected.

3.3 LATE PROPOSALS

Any Proposal received after the exact time specified for the Proposal due date and time will not be accepted or considered. The exact time is designated as the date and time received by the bidbox@intercitytransit.com in conformity with Section 3.2, D – Note to Proposer.

3.4 PROPOSER RESPONSIVENESS

Proposer must respond to each question/requirement contained in this RFP. Failure to demonstrate to Transit that your firm meets RFP requirements and/or comply with any applicable item may result in the Response being deemed non-responsive and disqualified from further consideration.

Transit, at its sole discretion, reserves the right to consider the actual level of Proposer's compliance with Solicitation requirements, accept or reject any and all Proposals received, waive any irregularities or minor informalities, to accept any items or combination of items, and to request additional information required to fully evaluate a Proposal.

SECTION 4 – EVALUATION AND AWARD

4.1 OVERVIEW

The Responsive Responsible Proposer whose Proposal is determined to best meet all RFP requirements and is the most advantageous to Transit, based on the evaluation factors described herein, will be declared the successful Proposer. All Proposals are subject to Transit's final approval as to whether they meet all RFP requirements.

Responsiveness and Responsibility Analysis Ongoing: At all times, the Proposal Response is subject to a Responsiveness analysis. At all times, the Proposer is subject to a Responsibility analysis including but not limited to character, wherewithal to carry out the project and Contract terms, reputation in the community(ies), and past performance if any.

4.2 EVALUATION CRITERIA

The scores for each Proposal will be assigned a relative importance for each scored section as follows:

PHASE 1 EVALUATION

Phase 1 Requirements	Max Points
Non-Cost Proposal:	120 points
Cost Proposal:	80 points
Total Possible Phase 1 Points:	200 points

PHASE 2 EVALUATION (OPTIONAL)

Phase 2 Requirements	Max Points
Interview:	100 points
Total Possible Phase 2 Points	100 points

4.3 EVALUATION PROCESS

1. Initial Determination of Responsiveness (pass/fail)

Responses will be reviewed initially by the Procurement Coordinator to determine on a pass/fail basis compliance with administrative requirements as specified in this RFP. Only Responses that meet this requirement will move to the next evaluation step.

Transit reserves the right to determine, at its sole discretion, whether Proposer's Response meets the Responsiveness criteria as set forth within this document. If all responding Proposers are determined to be deemed Non-Responsive, Transit will cancel the Solicitation and reject all Proposals.

Only Responses that pass the Initial Determination of Responsiveness review will be further evaluated based on the requirements in this Solicitation.

2. Phase 1 Evaluation – Non-Cost and Cost Elements (scored)

a. Non-Cost Proposal Evaluation:

The Non-Cost Proposal is comprised of two (2) sections: Methodology Plan, which requires the Proposer to submit a narrative, and Technical Specifications Response Form. Evaluators will score each element of the Non-Cost Proposal. The Procurement Coordinator will tabulate the evaluators' scoring. Methodology Plan and Technical Specifications Response Form scores will be combined to calculate a single score for each Non-Cost Proposal. There are a maximum of **120 points** available for the Non-Cost Proposal broken down per section as detailed in Table A below:

Table A: Non-Cost Point Summary

Non-Cost Proposal	Available Non-Cost Points
Methodology Plan	60
Technical Specifications Response Form	60
Total	120

b. Cost Proposal Evaluation:

The Procurement Coordinator will calculate the Cost score using Proposer's Cost Proposal submittal. The total available points for the Cost Proposal section are **80 points**. Cost scores will be calculated by combining elements of the Cost Proposal to determine the overall cost to Transit. The Proposer's Cost Proposal will be scored in relation to the other Cost Proposals received, with the lowest Cost Proposal receiving the maximum available points. Other higher-cost Proposals will receive a pro-rata share of points.

The Cost Proposal consists of three (3) Tables. Tables 1 and 2 will be summed to determine costs for point allocation, and Table 3 will be evaluated as pass/fail under a reasonableness standard.

c. Proposer Total Phase 1 Score:

Proposers' Total Phase 1 Scores will be calculated by summing Non-Cost and Cost Proposal points (maximum of **200 points**) to determine the Proposer's total Phase 1 Score.

3. Phase 2 Evaluation - Interview (scored) (Optional)

Transit reserves the right to schedule Interviews if determined to be in the best interest of Transit. In the event Interviews are required, Transit will contact the top-scoring Proposer(s) from Phase 1 to schedule an Interview date, time, and location. Phase 1 scoring will only be used to determine which Proposer(s) move to Phase 2. Phase 2 scoring will be used during the remainder of the RFP evaluation process to determine the Successful Proposer. There are a maximum of **100 points** available for the Interview. Commitments made by the Proposer during the Interview, if any, will be considered binding.

4. References (pass/fail)

Transit reserves the right to check references after Proposal submittal, to assist in determining the overall responsibility of the Proposer. References may be checked during Proposal evaluation determine the responsibility of Proposers. Transit reserves the right to reject any Proposal submittal if the Proposer receives unfavorable references and may use results as a factor in award. Transit reserves the right to seek and substitute other references

to determine the sufficiency of the Proposer's level of responsibility including but not limited to the Proposer's character, wherewithal to carry out the Contract, reputation in the community, and past performance.

5. Evidence of Qualification (pass/fail)

After Proposal submittal, Transit reserves the right to make reasonable inquiry and/or requests for additional information, to assist in determining the overall responsibility of any Proposer. Requests may include, but are not limited to, educational degrees, business licenses, financial statements, credit ratings, references, record of past performance, experience, available equipment, criminal background check, clarification of Proposer's offer, and on-site inspection of Proposer's or Proposer's Sub-consultant's facilities. Failure to respond to said request(s) may result in the Proposer being deemed non-responsive and thus disqualified. Transit reserves the right to reject any Proposal where, upon investigation of the available evidence or information, Transit is not satisfied that the Proposer is qualified to fulfill Contract requirements.

4.4 OVERVIEW OF THE AWARD PROCESS

The successful Proposer, if any, will be the Responsive, Responsible, qualified Proposer whose Proposal, in the sole opinion of Transit, best meets the requirements set forth in this RFP and is in the best interest of Transit. Transit may enter into Contract negotiations with the successful Proposer.

All responsive Proposers responding to this Solicitation will be notified when Transit has determined the successful Proposer.

If Transit and the successful Proposer are unable to negotiate an acceptable Contract within a reasonable amount of time, Transit will terminate negotiations and will proceed to negotiations with the next highest ranked Proposer. After Contract award, should that contractual relationship between the awarded Proposer and Transit end, Transit may approach the non-awarded Proposer(s) to explore if a contractual relationship can be formed to cover the remaining possible life available under Section 1.6 – Contract Term.

Transit will be required to make a recommendation of the successful Proposer to the Intercity Transit Authority (Authority). If the Authority concurs, a Contract will be awarded to the successful Proposer.

4.5 EXECUTION OF CONTRACT

The successful Proposer will execute the final Contract and return to Transit, together with the evidence of insurance, within ten (10) Business Days of its receipt. After execution by Transit, one (1) fully signed Contract will be returned to the Awarded Contractor. The Insurance minimum policy limits and other requirements are within the Sample Contract included in [Appendix B](#).

4.6 POST AWARD MEETING

The Awarded Contractor may be required to attend a post award meeting scheduled by the Procurement Coordinator to discuss Contract performance requirements. The time and place of this meeting will be scheduled following Contract award.

APPENDIX A – SCOPE OF WORK AND SPECIFICATIONS

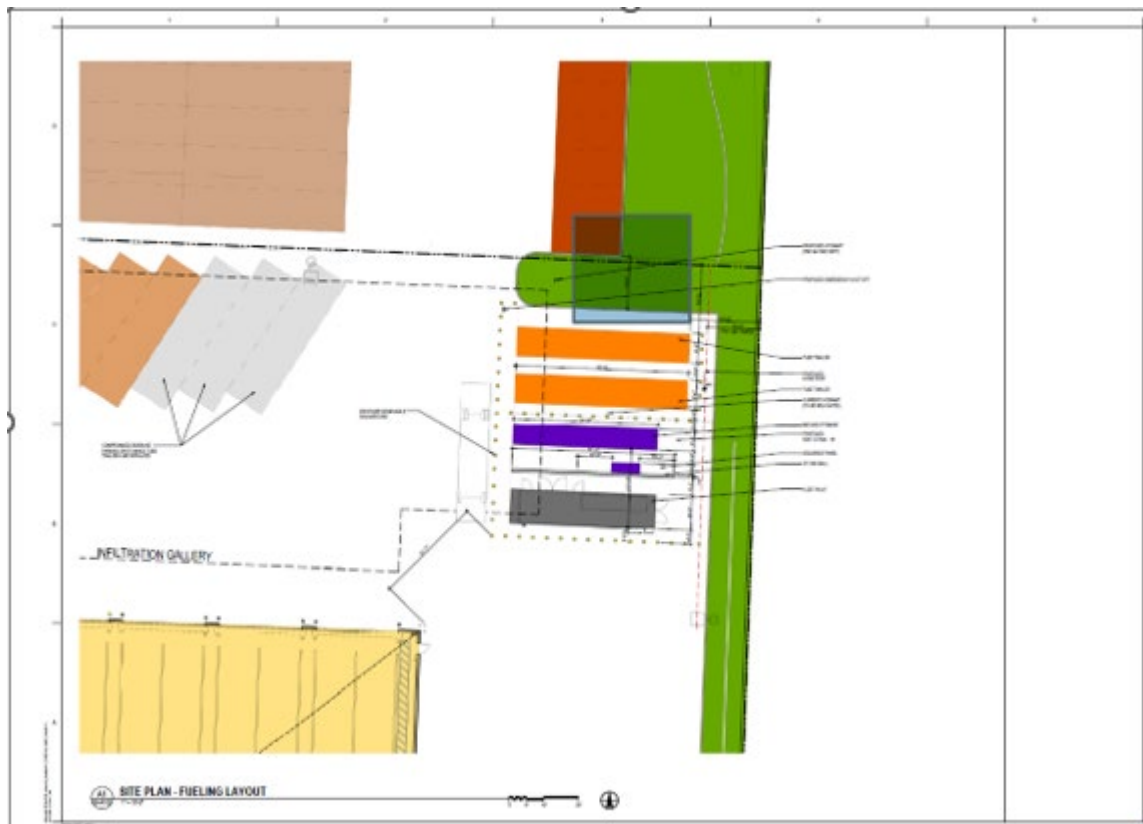
The Awarded Contractor will complete the following:

1. INTRODUCTION

Transit will be operating a fleet of five (5) hydrogen fuel cell electric buses. These buses are expected to use 29 kg of hydrogen daily on average, with a fleet average daily fuel consumption of 145 kg and maximum daily fuel consumption of 180 kg.

A preliminary site design for a hydrogen fueling system that will use gaseous hydrogen (GH₂) is shown in Figure 2. There are two (2) parking spaces allocated for tube trailers. Transit is seeking to purchase two (2) tube trailers for this application and associated services that include training, maintenance, and technical support.

Figure 2: Preliminary Site Design



2. SCOPE TASKS

- A. Contractor must provide two (2) new gaseous hydrogen tube trailers with all equipment required to be filled with hydrogen and to connect to Transit's fueling station.
- B. Contractor must participate in a kickoff meeting to confirm equipment timelines, trailer specifications, and the interfaces between the trailer and the station and the interface between the trailer filling facility and the trailer.

- C. Trailer must be cleaned and prepared to accept SAE J2719 compliant hydrogen. Trailer shall be delivered with a minimum of 20 bar fuel cell grade hydrogen that shall comply with the SAE J2719 fuel quality standard.
- D. Contractor must provide preventive and corrective maintenance on the tube trailers throughout the duration of the Contract.
- E. Contractor must provide comprehensive training to Transit (see Section 6, Training).
- F. Contractor shall provide all required documentation to Transit (see Section 7, Documentation).

3. TECHNICAL SPECIFICATIONS

- A. The trailer maximum operating pressure (gas pressure when delivered) must be no greater than 517 bar. The listed Maximum Allowable Working Pressure (MAWP) for the trailer may be higher.
- B. Intercity prefers a trailer with a minimum usable mass equivalent to two (2) days of average fuel use (300 kg). However, a larger capacity up to 1500 kg would be preferable. The station can draw the trailer pressure down to 25 bar, and this shall be accounted for when estimating usable mass of the trailer.
- C. The complete trailer system must be capable of operating in outdoor and unshaded ambient conditions in Olympia, WA, including exposure to snow and freezing conditions.
- D. The trailer manifold and valves must be comprised entirely of hydrogen-compatible materials and have verified leak-tight connections.
- E. The entire trailer length must be no greater than 50'.
- F. The trailer and chassis must be FMVSS and USDOT-compliant with weight limits checked against gross vehicle limits. The trailer shall not require special over-weight permits with the indicated payload loaded.
- G. The trailer must be equipped with a comprehensive static grounding and electrical bonding system designed in accordance with applicable industry safety standards (to include NFPA 2 and NFPA 77). This system must ensure continuous equipotential bonding across the trailer chassis, hydrogen tube manifold, piping, valves, and all metallic enclosures to prevent the accumulation of static electricity. Furthermore, the trailer must feature clearly identified, bare-metal grounding lugs or receptacles positioned near the primary equipment interface, designed to securely connect to standard facility grounding cables during all fueling and draw-down operations.

4. EQUIPMENT INTERFACE

- A. The tube trailer must connect with Intercity Transit's hydrogen refueling station. The trailer shall include manual pressure gauges scaled in psig and barg connected to each aggregated tube bank, and with appropriate labeling of the gauges.
- B. The trailer must be able to connect to a standard Class 8 heavy-duty truck with appropriate provisions for compressed air, towing lights/controls, brakes, suspension for the tubes, and other connectors.

5. SAFETY AND REGULATORY COMPLIANCE

- A. The trailer must be compliant with all applicable ASME, CGA, ISO, DOT, NFPA, NEC, and any other applicable compliance the trailer is acquired with such as but not limited to Transport Canada Certification. Any DOT waivers required for trailer operation must have been obtained. The Proposer's Response must define which standards the trailer is designed and built to including but not limited to:
 - CGA V-1 Standard for Compressed Gas Cylinder Valve Outlet and Inlet Connections and CGA P-74 Standard for Tube Trailer Supply Systems at Customer Sites.
- B. If the trailer operating pressure is greater than 250 bar, it must be compliant with all package requirements in the DOT Special Permit.
- C. The trailer must include all required placards and signage that are required for transporting gaseous hydrogen at the trailer MAWP.
- D. The trailer must be equipped with appropriate hydrogen gas leak detection if required.
- E. If the trailer includes enclosures, it must be designed for explosion control in accordance with the requirements in NFPA 2 Chapter 9. The risk assessment NFPA-2:9.1 shall be supplied with the trailer documentation.

6. TRAINING

- A. A training package must be provided to Transit. The training package shall include, but is not limited to, preventive maintenance checks and activities, ongoing certification requirements and processes for obtaining them, connecting the trailer to the station, operating characteristics of the trailer, and safety training for Transit staff and emergency first responders.
- B. The Contractor will collaborate with Transit to develop, update, and maintain comprehensive safety and emergency response plans, ensuring full compliance with all applicable local, state, and federal transit safety regulations.

7. DOCUMENTATION

- A. The Contractor shall supply manufacturer operation and maintenance manuals for the trailer. Documentation shall include the P&ID, bill of materials, and maintenance requirements.
- B. If applicable, DOT Special Permit, Inspection, and Certification reports that confirm compliance with the packaging requirements of the DOT Special Permit shall be provided, any documentation for compliance transport Canada Certification.

APPENDIX B – PROPOSAL DOCUMENTS

Proposal Submittal Document: Proposers must <u>complete and submit</u> the Proposal Submittal Document as their Proposal.	 2618 Proposal Submittal Document
Solicitation Standards: This document contains the Standard Definitions, Instructions to Proposers and Terms and Conditions. This document <u>does not</u> need to be submitted; however, Proposers are instructed to be familiar with it as it governs this Solicitation and will be incorporated into the resulting Contract.	 2618 Solicitation Standards.docx
Sample Contract Document: Transit expects the final Contract signed by the successful Proposer(s) to be substantially the same as this Contract. This document <u>does not</u> need to be submitted; however, Proposers are instructed to be familiar with it. The terms of the Sample Contract are nonnegotiable, and Proposals should be submitted on the terms as written.	 2618 SampleContract.doc
WSDOT Grant Agreement Terms: This Solicitation incorporates specific sections of the Regional Mobility Grant Program Capital Equipment and Vehicle Grant Agreement Number PTD0769 and Green Transportation Grant Agreement Number PTD0778, which are binding upon the awarded Contractor. The Contractor and any Subcontractors are required to comply with the applicable terms specified in Sections 9-27 and Section 34. This document <u>does not</u> need to be submitted; however, Proposers are instructed to be familiar with it. The terms are nonnegotiable, and the Proposer shall require and ensure compliance with all its Subcontractors, regardless of tier, to include these requirements in all their Contracts and flow down to lower tiers.	 PTD0769_Intercity Transit_RMG_Zero E  PTD0778_Intercity Transit_GT CCA_Gree